CLASSIFICATION S-E-C-1-E-T

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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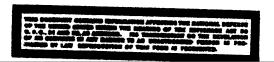
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SUPPLEMENT TO REPORT NO.

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This is UNEVALUATED Information

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1. In April 1955, the following enterprises were controlled by the "Verwaltung fuer Industriebedarf" (Administration for Industrial

Requirements) (VfI):

VEB Industriewerk Karl-Harx-Stadt at 221 Zwickauerstrasse, Chemnitz, Karl-Marx-Stadt: In July 1955, sircraft engines of type M 11 and Ash-21 were repaired at this enterprise by order of the Verwaltung des Aero Club (Administration of the Aero Club). The manufacture of type Ash-82 aircraft engines was scheduled to be started in the fourth quarter of 1955. VEB Industriewerk Dresden-Klotzsche on Karl-Marx-Strasse, Dresden-Klotzsche: This enterprise is scheduled to build commercial aircraft and transport aircraft of type Il-14.

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VEB Maschinen- und Apparatebau (Factory for Machine and Apparatus Construction) at 10-12 Kurt Beyerstrasse, Schkeuditz: The enterprise functions as a repair shop for aircraft of the Verwaltung des Aero Club.

The following enterprises are concerned with development work: VEB Maschinen- und Apparatebau Klotzsche for new aircraft types;

VEB Apparatebau Lommatzsch for gliders;

VEB Entwicklungsmau on Sommenstein Castle at Pirna on the Elbe River, for jet engines:

VE Zentralinstitut (Central Institute), also on the Sohnenstein Castle at Pirna, research institute for materials, measuring techniques etc.

The VE Geraetelager (Equipment Depot) at Freiberg and the Fachschule fuer Leichtbau (Technical College for Light Construction) at 25 Elisenstrasse, Dresder A 16, are controlled by the Budget Department

of VfI.

2. Aircraft production in the GDR is meeting with difficulties (because of a shortage of materials. German materials are still being developed. Stocks dating from 1952 must therefore be used. Quantity production of aircraft cannot be started for the time being because the materials required are not available. There is a critical shortage of highquality steel, such as titanium steel, manganese steel etc. Regotiations were started some time ago to obtain such steels from the USSR rof ramour manager of VfI was scheduled to ray to Moscow in order to accelerate negotiations.

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. In August 1955,	tests with a new	tune of a turbo	-iet engine were	
started. The tur three turbine who	bine is fitted wit	th a 14-stage con	moressor and has	
engine and will	probably receive	type identificat	tion No 14.	
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